

planning

supplement to background



Ministry of
Municipal
Affairs

Government
Publications

The Honourable Bernard Grandmaître
Minister

Eric Fleming
Deputy Minister
(Acting)

G. Milt Farrow
Asst. Deputy Minister

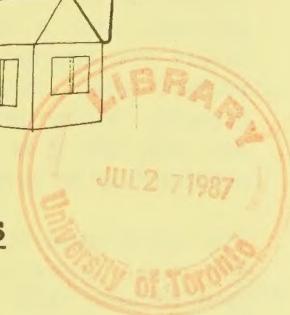
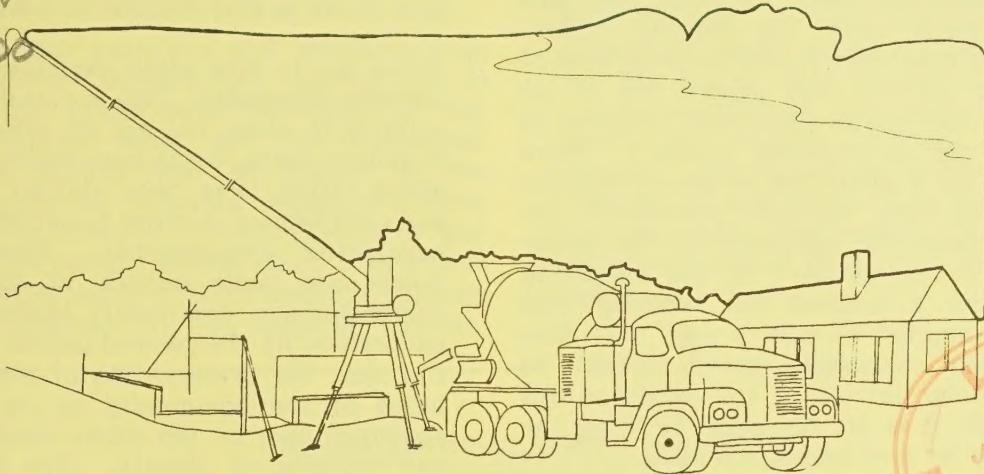
July 13, 1987

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THE DEVELOPMENT APPROVAL PROCESS, LOT LEVIES AND THE QUICK FIX



The following is extracted from the Honourable Bernard Grandmaître's remarks to the Urban Development Institute last May 25.

"I want to outline developments in three areas which I believe will be of particular interest to the Institute. Areas in which we can work together to bring about meaningful change.

First, I share your concerns about **the time it takes to get developments approved and off the ground**. I am delighted that the Institute is working with the Ontario Home Builders Association and my ministry in a review of the development approval process. While we will continue to place full value on due process and public involvement in approvals, we will do what we can to streamline the system so as to place a high value on efficiency as well. In fact, only three months ago I introduced legislation which will shorten the process for zoning approval from a minimum of 66 days to a minimum of 41 days.

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Second, is the matter of **lot levies**. In 1985, lot levies were in effect in about 100 municipalities, with particular concentration in high growth areas such as the regions of Ottawa-Carleton and Metropolitan Toronto. In some areas, these levies have risen to amounts in excess of seven thousand dollars per new residential unit. In total, they now generate more than 160 million dollars annually. While there is still a divergence of opinion on the fair and proper use of lot levies, we have made significant progress in resolving the outstanding issues. There appears to be a consensus on procedures for adopting lot levy by-laws; procedures for enforcing front-end agreements; the application of levies as part of the re-zoning process, and a method for ensuring that levies are applied in such a way that they reflect only municipal costs related to growth. We're not out of the woods on this one yet, but it is my intention to bring the outstanding lot levy issues to a head.

The third issue I'd like to discuss is perhaps the most important public trend in urban development and community planning that we've seen in Ontario in many years. It has to do with process. It has to do with the style in which some community planning decisions are being made. We all have a stake in this one: builders, developers, planners, politicians and the public. Stable interest rates, the availability of financing, ready markets and serviced land have all contributed to high levels of activity in the development industry. As a result, planning and development approval processes have come under new pressures. These pressures are creating an unhealthy planning environment and threaten the very principles of sound community planning of which my ministry is the guardian. I'm talking about the practice in many quarters to short circuit the planning process, and trade off community stability against **expediency and ad hockery**. I have seen developers, municipalities and individuals all succumb to the temptation of replacing the forum of public debate and long term comprehensive planning with quick fix, short-sighted decisions. Let me state quite clearly that flexibility and mediation are an integral part of the planning process. But the tools of land use

planning must be seen for what they are: instruments of regulation and not bargaining chips in a game of city building. What I'm talking about is what I refer to as the "Let's Make A Deal" school of development approval. That may be fine for fans of Monty Hall, but, I can assure you, it's not fine as far as this minister is concerned.

Allow me to cite some examples. Consider **transfer of density**. This is a useful technical solution in some, but not all, situations. But in recent years, we've seen major transfers in which rights have been shifted here, there and everywhere in order to satisfy previously negotiated arrangements. These arrangements are made outside of the spirit of comprehensive community planning as it is understood by the general public. It is essential that the preservation of the characteristics of the community as set out in the approved plan be the prime consideration in any transfer of density. The fact is that while you can trade property rights around in law, you cannot trade pieces of an official plan and hope that the plan will continue to hold together in any reasoned or comprehensive way. That goes against the very definition of planning. Yes, plans are designed to change. Indeed, plans are designed to evolve with the evolution of the community. But evolution is a gradual, developmental process, and any changes to a plan must maintain and reflect the original philosophy and integrity of the plan.

Consider **planning appeals to the Ontario Municipal Board**. I am concerned with the growing practice whereby objections are lodged with the O.M.B. based largely on the potential financial, or other benefits which may accrue to the objector. The O.M.B. process cannot be used as a lever for these purposes. It is, and must remain, a forum for resolving the aspirations of the proponents, municipalities, and objectors in a rational and responsible way.

Let's consider **cash-in-lieu** requirements for a moment. You will know that cash contributions have been considered as an alternative to the satisfaction of requirements for on-site parkland, parking, housing and other community amenities. I am concerned with

the increasing proliferation of these kinds of arrangements, which can prejudice the integrity of municipal plans, and the fabric of a community. What will be next? Surely we're not looking at a "cash-in-lieu of obligation", because in my mind, cash does not represent a healthy currency in the practice of good community planning.

I believe that certainty and consistency in the review of development applications is one of the fundamental strengths of our system which must not be weakened. Certainty assures that all players in the planning process, including developers, know the rules in advance. Certainty assures that similar applications will be dealt with in like manner. Certainty enables municipalities to provide services in an orderly fashion.

Certainty assures residents that neighbouring uses will be predictable and compatible. And certainty assures that the public interest will be protected. Ontario's first class planning process is not one in which you can bargain your way into an approval, nor bargain your way out of public responsibility and duty. Planners, developers, municipal officials and citizens from around the world come to Ontario to study our communities. Together we can ensure that they're still coming in future generations. We must not allow ourselves to become victims of our own success. Oliver Wendel Holmes once wrote "the young man knows the rules, but the old man knows the exceptions." Perhaps we need all be concerned about how quickly we are aging these days."

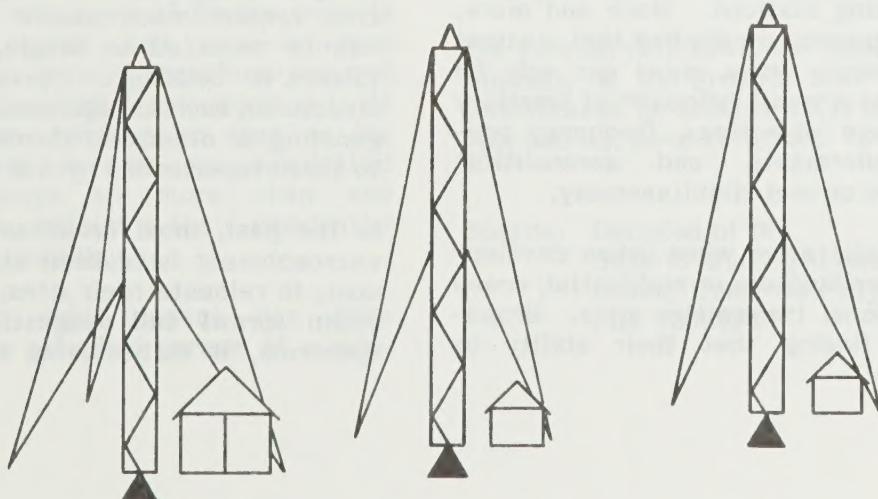
BROADCASTER-PLANNER DIALOGUE a broadcaster's view

The following is submitted by Wayne Stacey, an Ottawa broadcast consultant, on behalf of the Central Canada Broadcasters' Association.

Few people will argue with the statement that broadcasting is one of the most essential and widely used of all public services. In addition to the many hours of entertainment offered without charge each week, local broadcasters serve as vital sources of infor-

mation for Canadians, providing news about their communities, their provinces, their country, and the world. Broadcasting stations are the only feasible means whereby the public can be made aware of fast-breaking events as they happen, especially in emergency situations.

The ability of broadcasters to serve the public can be jeopardized if urban development is permitted in close proximity to broadcast transmitter sites.



The most critical factor in siting broadcast transmitters is the need to share scarce radio-frequency spectrum among many stations in different communities. The sharing of broadcast spectrum is accomplished by two main engineering techniques: careful siting of transmitter installations, and the use of special "directional" antennas which can emit strong signals in certain directions and much weaker ones in others.

The broadcast engineer's objective is to ensure that audiences in desired areas receive signals that are strong enough to permit radios and TV sets to operate properly. At the same time, signal strengths often must be reduced in other directions to ensure that interference is not caused to stations that share the same radio spectrum. This is required by domestic regulations, as well as by international agreements to which Canada is a signatory.

A further complication is that the signals provided to desired coverage areas cannot be too strong either. Many of the consumer and business electronic devices available today are poorly designed with respect to their ability to function properly in the presence of strong radio-frequency signals.

In addition, broadcast towers must be situated where they will not present a hazard to aeronautical navigation. This means that proximity to airports and their approach paths must be carefully considered when stations are being planned.

Due to the congestion of the spectrum, and the other factors outlined above, it has become an increasingly complex and frustrating exercise to determine suitable sites for broadcasting stations. More and more, broadcast engineers are finding that stations that are to serve urban areas can only be situated within a small "window" of territory where coverage objectives, frequency protection requirements, and aeronautical clearances can be met simultaneously.

Problems usually arise when urban developments, whether business or residential, creep up on operational transmitter sites. Broadcasters are finding that their ability to

continue utilizing sites that have been in operation for many years can be cast into doubt by the stroke of an urban planner's pencil.

Most of the problems caused by encroachment are experienced by AM radio stations. An AM station's antenna "array" usually consists of two or more vertical guyed masts, ranging from 50-150 meters in height and separated by similar distances horizontally. The system also must include an extensive electrical grounding grid of buried copper wires, radiating out from the base of each tower like the spokes of a wheel. As a result of these requirements, the land occupied by AM radio transmitting installations can be huge, encompassing dozens of hectares for certain types of multi-tower antenna arrays.

Structures that are located in close proximity to these arrays are undesirable for a variety of reasons. In the first place, occupants of buildings located too close to broadcasting sites may discover that their electronic devices and appliances will malfunction due to the presence of strong radio-frequency fields.

On the other hand, broadcasters may discover that the metallic elements of nearby structures have caused their carefully-designed antenna radiation patterns to become distorted. In some cases, this becomes so severe as to cause unwanted interference to other stations, thus throwing into jeopardy the broadcaster's licence to operate.

Similar problems can be encountered by FM radio and TV stations. These broadcasters, using very-high and ultra-high radio frequencies, require much smaller antennas, which can be mounted on single, tall supporting towers or buildings. Nevertheless, nearby structures, such as highrises, can cause signal ghosting, or other detrimental effects similar to those experienced by AM stations.

In the past, most broadcasters affected by encroachment have been able, at very high cost, to relocate their sites; however, due to urban sprawl and congestion of the radio spectrum, it is becoming less likely every

year that this option will be possible in the future. It is not unrealistic to think that one day a station may have to cease providing service to all or part of its coverage area as a result of site encroachment.

The key to resolving this dilemma is full and open dialogue among all concerned parties. To this end, broadcasters are prepared to ensure that planners know where stations are located, and to provide full co-operation in assessing problems before potentially adverse planning and zoning decisions are made.

Discussions have already commenced between the Ministry of Municipal Affairs and the Central Canada Broadcasters' Association to draw up procedural guidelines designed to deal with potentially troublesome situations.

With a reasonable amount of goodwill and co-operation from all interested parties, there is every reason to believe that both planners and broadcasters will be able to continue to do their jobs in the public interest in the future.

PLANNING AND THE LAW



HOME OCCUPATION EXPANSION OPPOSED BY FERGUS BUSINESSFOLK

The R2 zone in the town of Fergus permits single-family, duplex and semi-detached dwellings. It also permits specifically named professional uses, which may occupy up to 25 per cent of the dwelling, so long as the professional user is also the residential occupant, employs no more than one assistant and retains the residential character of the dwelling.

A hairdressing establishment has been operating in the attached garage of a side-

split bungalow in the R2 zone under a letter of tolerance from the town clerk. This letter was not based on a resolution of council but it indicated that the zoning by-law would not, for the current term of council, be enforced against the hairdressing establishment. Eventually, the hairdresser applied for a minor variance to permit her to have a full-time employee; the by-law specifically permits hairdressing as a home occupation but restricts it to family operations without outside help. The decision was appealed by the six hairdressers who operate establishments in the town's commercial area.

The municipal board noted that the committee's decision was based on the finding that the requested variance was minor. It had made no reference to the three other criteria set out in Section 44(1) of the Planning Act. The Board pointed out that in Re 251555 Projects Limited and Morrison (1974) 50 O.R. (2d) 763 it was determined that the committee's findings were a nullity unless a determination was made on all four factors quoted in Section 44(1). It proceeded to consider the remaining three criteria. It noted that there were eight hairdressers operating legally out of their homes in accordance with the town's zoning by-law. Two of the downtown commercial establishments operate with only two hairdressers. The intent of the zoning by-law is to allow a sole operator to work in her/his home, not to permit a commercial establishment in the R2 zone. The planner for the County of Wellington stated that the proposed expansion was not good planning. That type of change should only be considered through an amendment to the zoning by-law; the variance did not maintain the intent of the zoning by-law or of the official plan.

On February 3, 1987, the Board allowed the appeals, on the grounds that the four tests enumerated in Section 44(1) of the Planning Act had not been satisfied.

Source: Decision of the
Ontario Municipal Board
Beauty Crest Hair Styling
File V860494

SATELLITE DISH ANTENNA IN HAMILTON FRONT YARD

A television satellite receiver in the front yard of a Hamilton suburban dwelling was not appreciated by several neighbours, one of whom described the neighbourhood as "a contemporary planned community wherein high standards of residential amenities are the norm". The owner was told that a minor variance was required if the dish was to remain in place and an application was duly submitted. The application was refused and the committee's decision was appealed.

At the Board hearing, the neighbours pointed out that there are no wires or cables visible in their community. The dish was 10 feet in diameter, atop a 5 foot pole, making it 15 feet high. It was described as out of character with the neighbourhood. A satellite dish is not defined in the zoning by-law but the Board deemed it to be an "accessory building", by analogy with such facilities as pumping and filtering facilities and air conditioning or heat pump units. "Accessory buildings" are prohibited from front yards; they are only permitted within a rear yard. The Board referred to the official plan which talks of striving for compatibility within residential districts. The proposed satellite dish location would be a visual intrusion upon the character of the streetscape and would conflict with that intent.

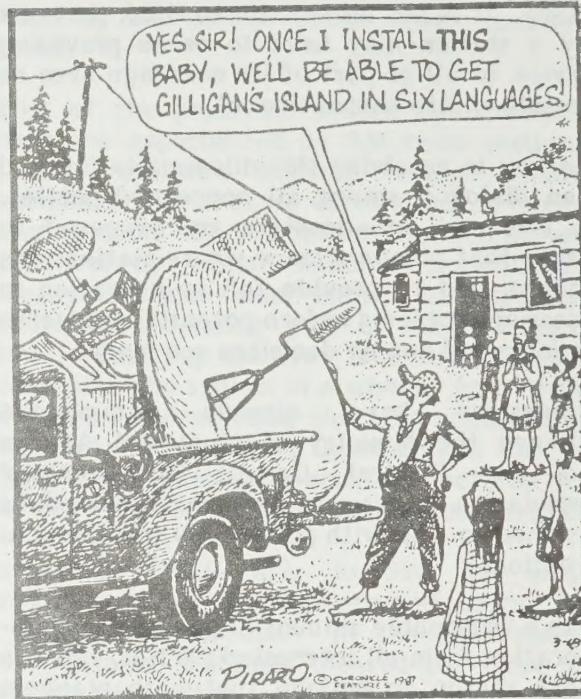
On February 9, 1987, the Board concluded that the requested variance was not minor. The appeal was dismissed.

Source: Decision of the
Ontario Municipal Board
Gauthier, City of Hamilton C. of A.
File V 860426

It is interesting to contrast this decision with a 1983 decision of the Board (Kuhr v Township of Wilmot, 15OMBR 4). In the Wilmot Township decision, the Board concluded that no variance was required to permit a dish antenna in a residential front yard. The Quebec Supreme Court recently upheld a local decision in Saint Lambert, where restrictions on dish antennas were found not to intrude on federal jurisdiction.

BIZARRO

By DAN PIRARO



The Bizarro cartoon is reproduced by permission of Chronicle Features of San Francisco, California.

INFORMATION EXCHANGE

Nothing to Declare?

Could it be that municipal planning departments in Ontario have not recently produced anything worthy of being shared with their colleagues? Either in the field of computers or of general planning interest. Surely not. We suspect there are some first rate reports out there hiding under a bushel. Just send us a copy and we will prepare a summary or prepare a one paragraph summary yourself if you prefer. Information exchange is a two-way street. We need your contributions.

CONFERENCES

Southwestern Ontario

Thursday, November 5, 1987 is the date of the second annual Southwestern Ontario Planning Conference to be hosted by the Community Planning Advisory Branch in London. The conference will be held at the Lamplighter Inn, which has a capacity of 300. Planning for the specific seminars is well under way but your suggestions are welcome. Call Sue Robinson at (519) 673-1611. Details will follow but, in the interim, municipal elected officials in southwestern Ontario with an interest in planning should mark November 5th on their calendar and plan to attend.

Bruce County - Lambton County

On April 14, 1987 over 80 clerks and councillors attended a one day planning seminar at the Weatherhill Inn in Port Elgin. The event was a joint educational initiative of the Community Planning Advisory Branch and the Bruce County Planning Department. Discussion focussed on the role of county planning, the issues involved in by-law enforcement, an outline of "planning basics" and a technical seminar on subdivision agreements.

The Lambton County Planning Department hosted a similar planning educational event in late May at the County Building in Wyoming, with the C.P.A.B. as participants.

Central Ontario

"Perspectives of Development" was this year's theme for the central Ontario CPAB conference on May 21. Over 150 planners and consultants attended. Jim Fyfe from St. Catharines won the contest for the best definition of economic development: "The art of increasing the municipal tax base through the attraction and development of industries, commerce and employment opportunities which will stimulate economic growth."

NEWS FLASHES

• Gilbert Task Force Gets Rolling!

The movement of dangerous goods by rail in the greater Metropolitan Toronto area is currently being examined in detail by a task force recently established by the federal Minister of Transportation.

Several professional consultants have been engaged and are presently carrying out in-depth reviews of the following key issues:

- Buffer Zones/Development Encroachment
- Risk Assessment and Management
- Alternative Routings
- Safety Administration/Technology Assessment
- Speed and Severity of Accidents
- Public Perceptions

Membership on the task force comprises a wide array of concerned parties, including the railway operators, the province, and citizens groups. The task force recently met with local and regional municipal representatives throughout the area to discuss its task and seek input concerning possible alternatives. The consultant studies are expected to be completed in the fall and a final report with recommendations will be made by the Task Force by April of 1988.

• Committee to Explore Gas Facilities

Municipal concerns about the siting and safety of propane and natural gas storage and dispensing facilities for cars and trucks have led the Province to establish

a government/industry committee to look into the problem. Over the next three months, the committee will review the pertinent existing safety codes in Ontario and will look into consumers' and residents' concerns about noise, odour and traffic congestion associated with these alternative fuel outlets.

The committee has representation from:

- AMO;
- The Ministries of Energy, Consumer and Commercial Relations, Municipal Affairs, the Environment, and Transportation and Communications; the Fire Marshall's Office;
- The Consumers Association of Canada;
- The Propane Gas Association, the Ontario Natural Gas Association, Union Gas, Superior Propane and Sunoco.

From a municipal planning perspective, the committee's review will focus on whether zoning by-laws and site plan control are appropriate and effective tools to govern the location and siting of propane and natural gas outlets in our communities.

• Computers in Planning '87

The Ministry's Research & Special Projects Branch is about to update the information it acquired in surveys on the use of computers in Ontario in 1981 and 1983/84. Changes are occurring at a rapid rate in this field; it is intended to conduct a survey in order to keep up to date. This year's survey will be mailed to all planning departments in the province in early August and the results should be available by November, 1987.

• Auto Malls

There are reports from the auto industry that a wave of auto malls are under development or in the planning stages across the continent. These are one-stop urban service centres for automobiles in a mall-like setting: a sort of car services shopping centre. The cluster of facilities will typically include gas stations, muffler shops, lube change places, transmission specialists, auto appearance shops and firms that service radiators, air conditioning, electronics, etc. plus major multi-line outlets like Firestone Master-care Service Centres. Auto malls could become a significant high-impact land use with strong implications for traffic generation.

(Source: Urban Outlook, April 30, 1987)

• Restructuring of Muskoka Planning

Bill 19 is an Amendment to the District of Muskoka Act to shift certain planning powers from the District to the local level. At present, some planning functions such as zoning are a local responsibility but the adoption of the official plan and official plan amendments is assigned to the District. Many official plan amendments are primarily of interest to the local municipality. The area municipalities have recently acquired the professional expertise to administer increased planning authority and the local councils have demonstrated their willingness to assume the added responsibility. The District will retain responsibility for a District-wide official plan but the District of Muskoka Amendment Act will allocate the secondary plans to the local municipalities as their official plans. Amendments to those plans will henceforth be initiated and processed by the local municipalities rather than by the District. Bill 19 received first reading on May 4, 1987.

- **Parry Sound CP Station Re-Use Study**

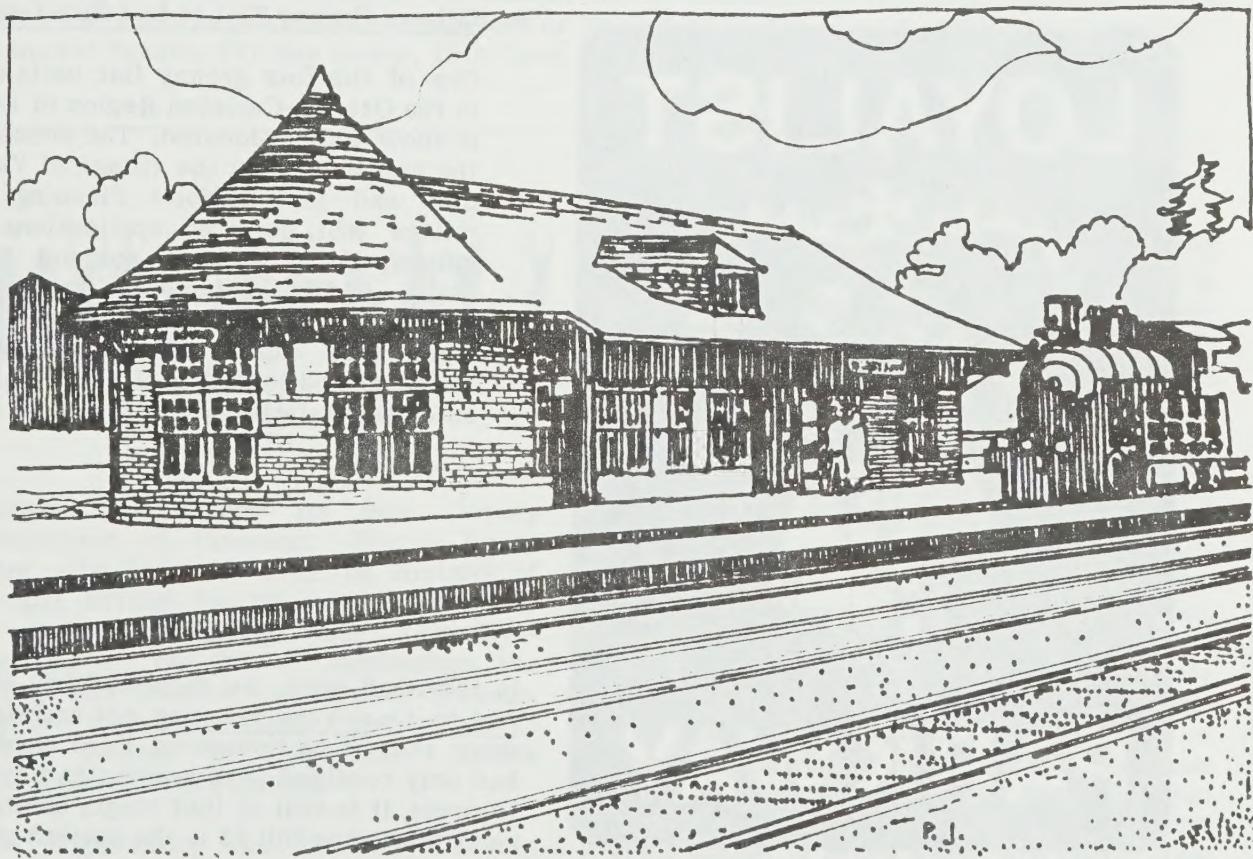
In July 1986 the C.P.R. locked up the doors of its Parry Sound station for the final time.

The Parry Sound CP station was built in 1907-1908. The traveller of that day was greeted with the sight of well tended flower beds near the track and an attractive cedar shingle building with a distinctive conical-shaped roof. (Identical stations were located in Ste. Agathe, Quebec, and Orangerville, Ontario.)

This year is Parry Sound's centennial. As part of the celebration, the Town is studying the cost of rejuvenating the

station and determining future users. Financial assistance is coming from the Community Planning Advisory Branch and the Ministry of Citizenship and Culture. Representatives from CP, VIA Rail, MTC, MND & M, MTR, MCC, MMA, as well as representatives from the local Chamber of Commerce, Economic Development Commission and L.A.C.A.C. will sit on the technical advisory committee for the study.

For more information, please contact Dan Hammond at (705) 560-0120, CPAB Sudbury.



- **Loyalist Parkway Master Plan**

A Master Planning Study has been initiated for an area along Highway 33 between Trenton and Kingston, through the counties of Prince Edward and Lennox and Addington. Its purpose is to guide development along the route in a manner designed to enhance the historic, cultural and scenic appeal of the region, with benefits for tourism, recreation and conservation.

A public participation phase has been initiated by the consulting team undertaking the project. Open houses have been held in mid-May in Ernestown and Picton. The study is expected to take about eight months with the presentation of the final report scheduled for October, 1987. Project Coordinator is Ted Phillips, Ministry of Transportation and Communications, Kingston.

(800) 267-0295 toll free or (613) 545-4749



- **About municipalities charging appeal fees**

In response to an enquiry, the O.M.B. recently agreed that there was no legislative basis for municipalities to bill appellants for the Board's processing fee for a by-law appeal. The OMB's processing fee which must accompany a by-law appeal must be paid by the municipality. The Board was concerned that a fee to be paid by the appellant would tend to restrict access to the appeal process for some people.

The municipal board's appeal fee should not be confused with the local municipality's fees for processing applications. As prescribed in Section 68 of the Planning Act, 1983, the latter fees are quite legitimate.

- **Ottawa Granny Flat to be relocated**

One of the four granny flat units placed in the Ottawa-Carleton Region in 1985-86 is about to be relocated. The occupant of the unit located in the village of Vars has died and the Region's Planning Committee will consider applications from municipalities that do not yet have a unit. PLUS (portable living units for seniors) is a demonstration project in which the units are owned by the Province and leased to a host family for an elderly relative.

Correction

In the April issue, we described Bill 208, An Act to Amend the Planning Act and stated in error that it had received third reading. It had only received first reading and as we go to press, it is still at that stage, having been reintroduced as Bill 13 in the current session.



- **An Introduction to BIA's**

A new publication on the Business Improvement Area concept has been released by the Ministry of Municipal Affairs' Community Renewal Branch. It explains how the BIA concept has been successful in reviving many downtown areas. There are over 200 BIA's now operating in Ontario. Copies of the booklet can be obtained free in either English or French from the Ontario Government Bookstore or by writing to the BIA Co-ordinator, Community Renewal Branch, 777 Bay Street, 13th floor, Toronto, Ontario M5G 2E5.



PEOPLE

Etobicoke has chosen its new Deputy Commissioner of Planning. She is **Karen Bricker**, who has been with the Ministry of Municipal Affairs for the past 6 years and had worked previously with Llewellyn-Davies-Carson, the City of Mississauga, the Planning Act Review and Metro Toronto. There are also two internal promotions to Principal Planner in Etobicoke: **Laurie McPherson** and **Eros Fiacconi**.

Conlin Engineering and Planning Ltd. in Welland has recently expanded its planning operation and now has several new faces. **Greg Hynde**, who was Director of Planning for Niagara-on-the-Lake, is Manager of Planning. **Dennis Landry**, the former

Director of Planning for the Town of Lincoln, is a Senior Planner and **Barb Guyatt**, formerly with the Niagara Peninsula Conservation Authority, is a planner. Junior planner **Pat Robson** left to join the Grimsby office of the N.E.C. as a planner.

Richmond Hill welcomed back **Mary Lynn Henry** as office manager in the planning department. She had been with the Town of Vaughan for two years but had previously been with Richmond Hill for 16. **Mabel Urquhart** has moved to the Town of Vaughan; her position has been filled by **Michael Goldberg**, who was with the Metro Toronto and Region Conservation Authority. **Sally Yan** also went to Vaughan and her place as Secretary-Treasurer of the C. of A. has been filled by **Shirley Austerberry**. **Bob Judges** has joined a development consortium; his replacement is **Bruce Robb**, who comes from the Region of York's engineering department. Finally, recent Waterloo grad **Krista Theil** has come to Richmond Hill as a Planner 1.

Cindy Prince has moved up to the Senior Planner spot vacated by **Peter Neice** (not Nevil-a gremlin got into our computer last time) when Peter left the County of Essex for Bracebridge. **Larry Silani** from the Ministry of Municipal Affairs in T.O. has moved into Cindy's former position.

Dennis Jacobs is now a Senior Planner with the City of Brantford. He comes from the City of Ottawa and was previously with the Ministry's Community Planning Advisory Branch in Ottawa. **Murray Chown**, a planner with the Regional Municipality of Ottawa-Carleton has joined UMA Engineering as a Senior Planner.

Lloyd Phillips, a senior planner with the City of Ottawa, has joined Cumming-Cockburn & Associates in Ottawa. **Julie Keane** recently departed from that firm to set up the firm of Satler Keane Associates in Brockville.

Midland's Planning Director, **Bryan McKell** has resigned to enter into private practice in the Midland area.

Kathy Ash and **Ron Burnett** are new faces in the City of Brampton planning department. Kathy was with Halton Region and Ron comes from private practice.

Ken Bedford is now with the City of Cornwall. He was with the County of Victoria for 2 1/2 years before moving east.

The Township of Georgian Bay has a Commissioner of Planning and Economic Development. Her name is **Valerie Miller**; she's a graduate of Waterloo who spent 6 1/2 years with the Alberta Department of Municipal Affairs before returning to her native Ontario.

The Town of Milton has hired **Gordon Russell** as a Planner. He was previously a Planning

Assistant with the Region of Halton.

Hugh Thompson has set up his own shingle in planning and engineering services in Downsview. He was previously a partner in R.G. Davidson & Associates Limited.

Sarnia's new Senior Planner is **Mike Schnare**, who comes from the Ministry's Community Planning Advisory Branch office in London. Before that he was with Jean Monteith & Associates for several years.

Marg French is returning to the District of Muskoka after taking maternity leave and working for the Town of Gravenhurst for about a year. Marg will be the principal planner in charge of development control.

Jim Mills is the new planner at the Township of Pittsburgh. He succeeds **Carol Healy** who is now with the Ministry's Plans Administration Branch in Toronto. **Warren Sleeth** is another new PAB planner. He worked previously with the Ministry of Natural Resources and with the Cataraqui Conservation Authority. Departures from the Ministry include **Gillian Burton** from the Legal Branch who now heads the Residential Rental Standards Board. She is joined by **Mike Ballard** on a 2-year secondment. **Leroy Grant** is another Ministry planner who has recently departed, first to the Building Code Branch and now to the Ministry of Colleges and Universities.

Last but not least, **Chris Stoyanovich**, who has been manager of planning and land compensation at the Ontario Municipal Board, is now the Executive Director of the Urban Development Institute. Chris was at the Ministry for nine years before going to the O.M.B. **Wojtech Wronski** will retain an association with U.D.I. on a retainer for specific assignments.

The next issue of the Planning Supplement to Background is scheduled to appear in mid-October. If you have information for our "People" column, please call Pierre Beeckmans at (416) 585-6257 or drop him a line at